

the cars would reappear. For that matter it wouldn't have made much difference to the passengers for they would have been willing to use a wheelbarrow if they could have got it.

Reporters flocked to the general offices of the "L" road system to learn the why and wherefore of the failure of the "third-rail" system to live up to the promises heralded for it. The general manager, the superintendent and other big guns were busy keeping out of sight behind ground glass partitions and it was said that a public statement would be made later in the day as to why scores of thousands of New Yorkers were held up between stations in stalled "third-railers" on their way to business to-day.

The mountain of general managers, superintendents and chief high inspectors labored very hard and finally brought forth this mouse-like statement:

GUILTY, BUT IT WON'T HAPPEN AGAIN.

"There has been an unavoidable delay in delivery of the devices which are to be fitted to each motor car for keeping contact rail clear of sleet. The apparatus is now arriving in quantity and will no doubt be installed, before another storm, in sufficient numbers to prevent delays."

From his high perch in the skyscraper at No. 100 Broadway Forecaster Emory expressed the opinion at noon to-day that the storm would keep up until to-night, but he was pretty sure that by to-morrow it would be all over.

An inch and a half of snow had fallen at that hour according to the Government gauges. This is not much for New York, and probably it kicked up more fuss than ever any storm of its size, owing to the "L" road's state of unpreparedness for it.

"This storm was predicted yesterday," said Mr. Emory. "The storm signals were set all along the Atlantic coast, and they will be kept set, for the wind is forty-five miles an hour and will probably keep up. At 8 o'clock this morning the temperature in New York was 34 degrees, but the thermometer is going down and it will get below freezing. To-morrow it will be considerably colder and cloudy."

"The storm is very widespread in its extent. South of Washington it is raining. North of there and as far up as Portland it is snowing. The temperature in New England ranges from freezing to 14 above zero. Up the State it is colder than here. For instance, at Binghamton it is 16 degrees above zero."

"Temperatures in the West and South are rising to-day, but in Montana a new cold wave has been born and temperatures have fallen considerably. In some parts of that State it is 18 degrees below zero."

Mr. Emory said that on Dec. 2 and 3 of past year there was a storm of almost identical proportions. It didn't make half the fuss owing to the fact that the "L" road was then run by steam, and was not tied up in the least.

About 1 o'clock this afternoon the weather cleared up somewhat and traffic conditions in the street improved, but the high wind continued and the air became much colder.

Officials of the "L" reported that they were resorting to the use of their old steam engines very largely. By this means and the improvement in the weather the tie-up was practically conquered.

"THIRD-RAIL" SYSTEM FAILS ON FIRST TEST.

That 7 per cent. guarantee of the Interborough Rapid Transit Company on the Manhattan Elevated track didn't look a particularly good thing for the subway people to-day. Based on the change of motor cars from steam to electricity on the "L," the guarantee must have given them the shivers when they awoke to find the third-rail system complete failure in the face of the snowstorm which settled over the city last night.

There has never been such a collapse of elevated transportation since the famous blizzard of 1888, and this snowstorm is only a baby. People asked themselves if a little flurry like this can put the whole system out of joint, what is going to happen when we get a real live snowstorm? Unless the officials of the "L" can obviate these difficulties it is certain that they will have to go back to steam.

At 2 A. M. the Manhattan Elevated Railroad officials were aware of the fact that their third rail was not proof against sleet and snow. As the storm grew in intensity, trains, most of them loaded with passengers, at first found great difficulty in moving and finally all of them were compelled to abandon the attempt and they were literally snowed in.

As the third rail carries a deadly current of electricity it was the desire of the officials to so protect it with fenders that employees and others would not step or fall on it. A certain board was attached to each side of the rail so that it extended two inches above the rail.

The snow and sleet blanketed into this groove and formed a coating in many places an inch thick. It was impossible for the shoe or dog attached to the car and which slides along on top of the third rail to pick the current up through the layer of ice, and the trains came to a stop.

It is only fair to say in their behalf, however, that the storm caught them unprepared. They have been afraid that it would come and do more or less just what it has done. They have out a contract now for snow scrapers for the ploughs which conduct the power from the third rail into the motor cars, but the contract was let so recently that there has not been sufficient time in which to make deliveries.

Some of the ploughs were fitted to-day with little brushes, but the sleety character of the snow made them useless. They slid right over the ice which formed on the third rail, and together with the snow which drifted into the gully formed by the protecting guard of wood all along the steel rail, prevented the feeding of the current into the motors, and made the road almost useless for five hours.

ELECTRIC TRAIN BLOCKED THE ROAD.

The trains drawn by engines on the Ninth avenue line kept the tracks clear for awhile, but at 2:30 A. M. a sixth avenue electric train which tried to turn off of the Ninth avenue tracks into Fifty-third street was stalled by the ice, and just at a point where it blocked the tracks of all trains, north and south, it stopped and remained there, thus stopping up Ninth avenue transportation, which the officials had hoped to keep open by locomotives.

From 2 A. M. until daylight the four long lines of steel roadway were illuminated by gorgeous electrical pyrotechnics. A trackman would cut the ice from the third rail in front of a stalled train, and the cars would move a few feet, until the snow again struck the third rail, and then the separation of the shoe from the rail would cause great blue flames to shoot out in all directions, the intense heat melting the metal and scattering the globules of molten iron over a wide area.

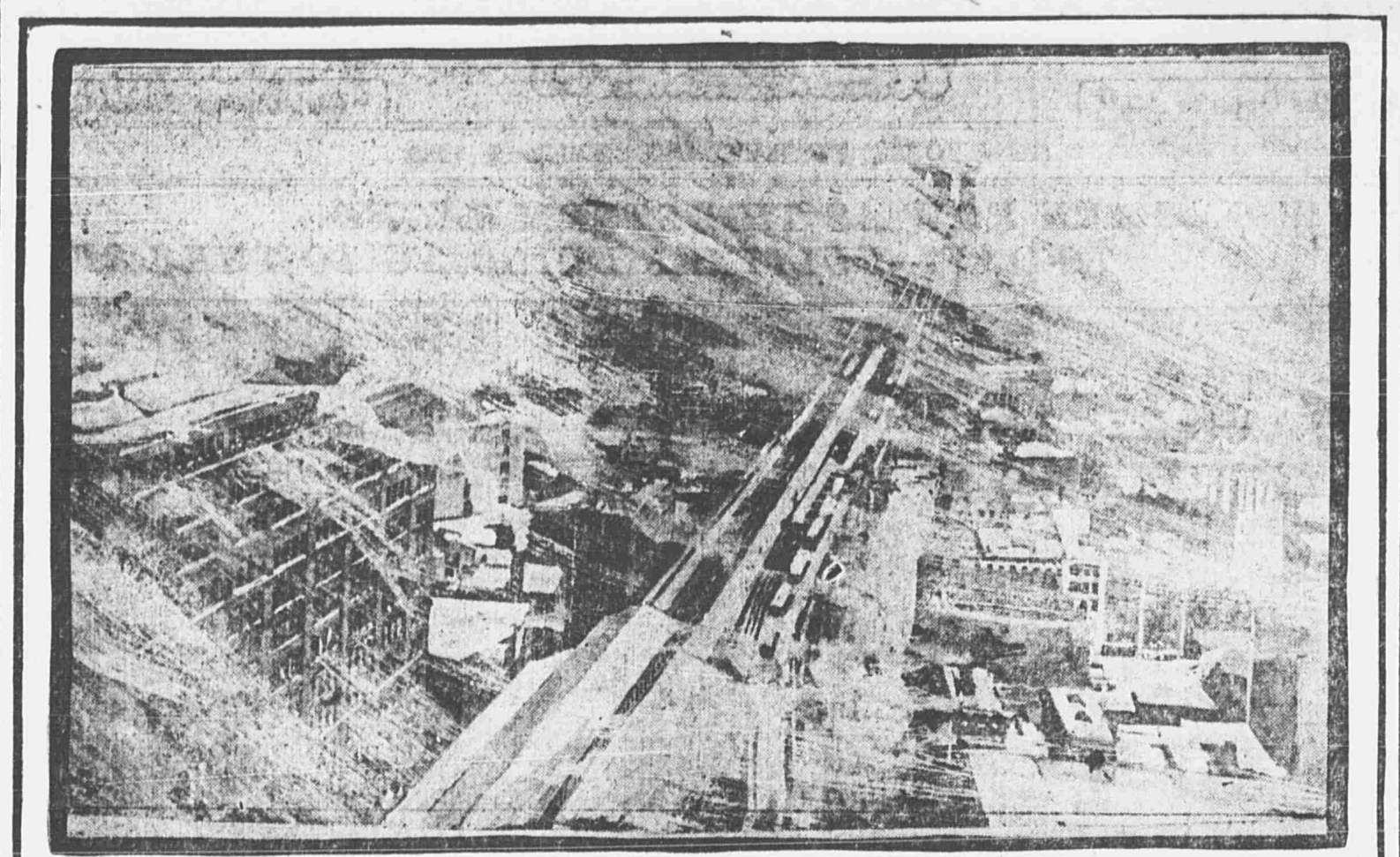
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LOOKING ACROSS THE BROOKLYN BRIDGE FROM THE PULITZER BUILDING AS THE BLIZZARD RAGED.



device which would scrape the ice and snow off of the third rail in front of the shoe which picks up the current, he said he believed that such was true, but did not believe any of them had been decreed.

"It is not a fact that in planning for the third rail the company neglected to plan for the device to keep the rail clear and that that negligence is the cause of the present inconvenience to the public."

"Now, really, I did not know the public had been put to any inconvenience." This was the first severe test of the new third rail. The Second Avenue line was the first to be equipped with electric motive power. Their first train started last April. The Third Avenue began running electric trains soon after, but it was not until August that all trains were included.

The first electric trains on the Sixth Avenue line ran only to Fifty-eighth street in September. In October the third rail was extended to Harlem and since then work has been going on with the extension of the third rail to the Ninth Avenue line, which has been operated exclusively by steam.

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SIDEWALKS BLOCKED. BAD IN THE STREETS.

The snow became so heavy that vision was limited to a short distance. Sidewalks became blocked, thus adding to the inconvenience of the thousands who go from their homes to their places of work. The Metropolitan and Third Avenue companies sent out all their snow plows to clear the sidewalks.

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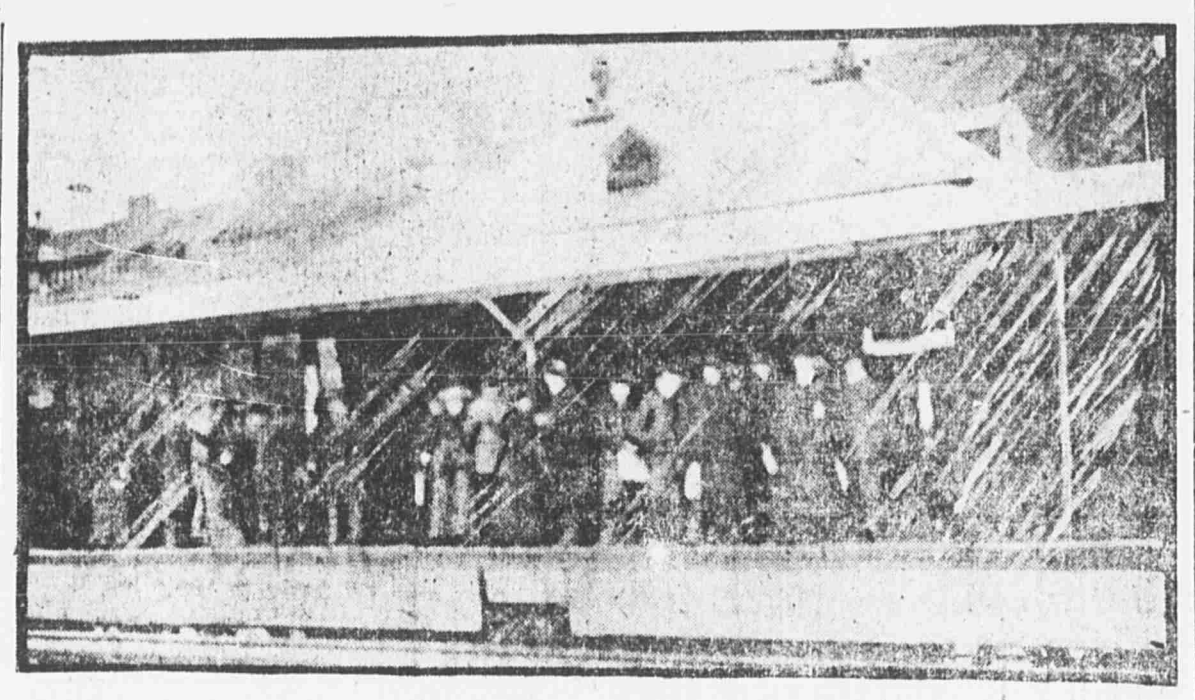
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CROWD STALLED BY THE STORM AT 104TH STREET AND COLUMBUS AVENUE.

early to-day walking along Amsterdam avenue, near Sixty-eighth street, clad only in a ragged shirt and threadbare trousers with his bare feet exposed to the cold. He was walking to the West Sixty-eighth street police station, where he could earn his money by herding sheep and left him nothing to buy shoes with.

While he was discussing his wife's cruelty to him she appeared in the station-house and asked that her husband be retained in the custody of the police. She said she had started to go out in the storm, and after trying peaceably to restrain him she had seized a snowshovel and hit him over the head with it.

The sergeant could not refrain from smiling at the complaint, but on being asked to take the woman to the station-house he refused very positively, remarking that Hirsch had already said he would take care of her. He arrived a few minutes later, also tried to have her father committed, but he was in vain.

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with a stiff wind blowing. The snow, which is very fine, is drifting badly.

Five inches Deep at Amsterdam. AMSTERDAM, N. Y., Dec. 5.—A driving snowstorm from the northwest set in to-day. The depth of the fall so far is five inches.

Adirondack Lakes Closed. UTICA, N. Y., Dec. 5.—Reports from the Adirondack indicate that there is a heavy fall of snow and many of the lakes are closed by ice. Snow is six inches deep here.

Big Drifts in Newburg. NEWBURGH, N. Y., Dec. 5.—A blizzard is raging here. The wind is blowing a gale and the snow is drifting badly.

Schenectady Snowbound. SCHENECTADY, N. Y., Dec. 5.—Up to noon about eight inches of snow had fallen here. The local trolley service was badly crippled and cars on the interurban divisions extending into Albany and Watervliet were greatly delayed. The trolley service is being maintained as far as possible.

MUCH SNOW, NO COAL IN WESTCHESTER COUNTY. (Special to The Evening World.) WHITE PLAINS, Dec. 5.—All trolley cars are being delayed by icy rails. During the gale which accompanied the snow storm about a score of trolley cars were blocked across the Harlem tracks at Pleasantville, stalling the Chatham train No. 10, loaded with commuters for some time. The storm caused many lawyers and jurymen in attendance at the December term of the Supreme Court to be late in reaching the court.

The sudden drop in the temperature has caused much suffering among the poor.

It is impossible to buy coal in Mount Vernon, New Rochelle, White Plains and other towns, and it is feared that many will literally die from the lack of heat. In Yonkers thousands of poor factory hands are suffering from the cold. In Mount Vernon Mayor Fiske is urging a plan to cut down all the old trees and distribute the wood among the poor.

SIXTY-MILE GALE IN THE CATSKILLS. CATSKILL DEPOT, N. Y., Dec. 5.—A blizzard struck the Catskill region early to-day. The wind is blowing a sixty-mile gale and traffic is delayed.

ENTIRE EMPIRE STATE COVERED WITH SNOW. (Special to The Evening World.) ALBANY, N. Y., Dec. 5.—From Montauk Point to Buffalo the State of New York is covered with snow to-day. The storm began here early this morning and is still in progress. The surface cars are slightly impeded, but the company has employed hundreds of extra men, who are keeping the road open. All trains are from one to five hours late.

Gale at Catskills. CATSKILL, N. Y., Dec. 5.—The wind is blowing a sixty-mile gale and traffic is delayed.

Very Cold at Port Henry. PORT HENRY, N. Y., Dec. 5.—A terrific snowstorm began here at 9 o'clock this morning. The thermometer registered 19 degrees below freezing point.

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10 MEN SAVED FROM SCHOONER BIG CALES SWEEP OVER TEUTONIC

Crew of R. F. Pettigrew Taken on Board Charles H. Sprague in Heavy Sea off Cape Hatteras.

White Star Liner Buffeted by Seas During Entire Voyage and the Passengers Were Ordered to Remain Below.

RESCUERS RISKED LIVES. ALL NIGHT AT QUARANTINE.

Great Hole Had Been Pounded in Side of the Water-Logged Vessel, and She Was About to Sink When Help Came.

Trip Completed Without Accident to Mar It, and Singers and Other Musicians Gave Daily Concerts—Slowest Voyage of the Ship.

(Special to The Evening World.) PORT CHESTER, N. Y., Dec. 5.—The Charles H. Sprague, a three-masted schooner, entered the Port Chester harbor this morning, after an eventful voyage, during which it rescued ten men from a water-logged vessel in mid-ocean.

The Sprague, which is 260 tons burden, was off Cape Hatteras on Nov. 13 when she sighted the schooner R. F. Pettigrew, water-logged and about to sink. When Capt. Harp saw the vessel, he ordered the Pettigrew to be taken aboard. The vessel was heavily loaded and bound from Savannah, Ga., to Portland, Me., was almost filled with water, which was pouring through big holes made by heavy seas.

With great difficulty the crew were taken aboard the Sprague during a heavy sea, which threatened at every moment to send both vessels to the bottom. Then the Pettigrew was abandoned and later burned by a passing steamer, as she was a derelict and a menace to travel.

BIG STORM SWEEPS OVER MANY STATES.

PHILADELPHIA, Dec. 5.—Railroad service in all directions is badly crippled and telegraph and telephone wires are prostrated. Throughout the anthracite coal region the fall of snow is reported to be very heavy and it is drifting badly, necessitating the shutting down of many collieries.

George Sherverton, driver of an express wagon in this city, becoming confused by the snow, drove his team into a trolley car and received injuries from which he died.

Baltimore's "White Mantle." BALTIMORE, Dec. 5.—Two and a half inches of snow have fallen here, and the storm still continues.

Real Thing in Oregon. BAKER CITY, Ore., Dec. 4.—A snowstorm has been raging in this section for thirty-six hours and the ground is covered to the depth of one foot. All traffic is delayed.

Way Down in Mississippi. VICKSBURG, Miss., Dec. 5.—A cold wave accompanied by rain, snow, sleet and hail struck this section of Mississippi early yesterday and raged furiously all day. Snow, the heaviest seen here in many years, fell for several hours.

Shivering in Iowa. SIOUX CITY, Ia., Dec. 5.—To-day was the coldest of the season, 9 degrees below zero.

Killed in a Snowslide. BAKER CITY, Ore., Dec. 5.—A message report has reached here of an immense snowslide which occurred at Cornucopia and caused a loss of 20 degrees in temperature. It was accompanied by a high wind, rain and snow. The wind is reported to have done considerable damage west of this city.

Cold Wave in Alabama. BIRMINGHAM, Ala., Dec. 5.—A cold wave reached Birmingham yesterday and caused a loss of 20 degrees in temperature. It was accompanied by a high wind, rain and snow. The wind is reported to have done considerable damage west of this city.

Schooner Ashore Near Baltimore. BALTIMORE, Dec. 5.—The schooner L. Herbert Taft, which sailed yesterday for Port Tampa, is ashore in Patuxent River on Hook Point. Tugs have been sent to her assistance.

HER STORY CAUSES ARREST. Mrs. Blackman Taken to Bellevue in a Serious Condition.

Mrs. Mamie Blackman, thirty-two years old, of No. 7 Lexington avenue, was transferred from the Presbyterian Hospital to Bellevue Hospital last night in a serious condition from the effect of an operation.

Upon her arrival at Bellevue Detective McGirr asked her who performed the operation. Mrs. Blackman accused Mrs. Kate Seack, of No. 22 Lexington avenue. Mrs. Seack was locked up in the East Thirty-fourth street station.

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